

**Minutes of the Meeting  
December 17, 1998**

Projects Reviewed

Sound Transit Station Area Planning  
University Prep ROW Improvements  
Holly Park Redevelopment Project: Phase II  
Eritrean Association Community Center

Convened: 8:00am

Adjourned: 2:30pm

Commissioners Present

Rick Sundberg, chair  
Moe Batra  
Carolyn Darwish  
Gail Dubrow  
Jeff Girvin  
Jon Layzer

Staff Present

Vanessa Murdock  
Peter Aylsworth  
Rebecca Walls

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121798.1      Project: **Sound Transit Station Area Planning**  
                  Phase: Update  
          Presenters: Stephen Antupit, Strategic Planning Office  
                          Carla Main, Neighborhood Planning Office  
          Attendees: Christi Clark, Seattle Planning Commission  
                          Marty Curry, Seattle Planning Commission  
                          Susanne Friedman, Seattle Planning Commission  
                          Ed Rose, Seattle Planning Commission  
                          Roger Wagoner, Seattle Planning Commission  
          Time: 1 hr. (0.3%)

The City of Seattle was contracted with Sound Transit to provide station area planning services for the Link Light Rail project. The first phase of the process has been completed and the second phase will begin once the final station locations have been determined. The interdepartmental team chosen to lead this planning effort is comprised of three work groups; public involvement, plan development, and partnership development.

As stated in City Council Resolution 29867 Exhibit A, the station area planning effort is intended to encourage transit-oriented development and to maximize ridership in a manner that improves the quality of life in Seattle, is appropriate to neighborhoods, is consistent with the Comprehensive Plan, and ensures that Link Light Rail is an asset for the entire city. The City established the following framework goals for station area planning that are intended to:

- ♦ Guide planning that results in transit-oriented development, consisting of integrated, active station areas, where community services, housing, retail, and commercial activities are co-located;
- ♦ Communicate broad policy intent;
- ♦ Establish development objectives for each station area;
- ♦ Identify and apply tools appropriate to individual station areas;
- ♦ Inform Council policy choices; and
- ♦ Review neighborhood plans for consistency with City-wide goals.

#### **Land Use**

Goal: Encourage housing, commercial, and retail uses that support transit and generate pedestrian activity.

#### **Community Identity and Urban Design**

Goal: Use design to enhance community identity of station areas and to make them attractive, safe, convenient, and interesting places.

#### **Public Health and Safety**

Goal: Create a safe environment around stations

#### **Public Facilities**

Goal: Provide public facilities in station areas that encourage transit ridership and transit-oriented development.

#### **Transportation**

Goal: Enhance the existing transportation network, support transit-oriented development and promote good walking, bicycle, and transit connections.

#### **Economic Development**

Goal: Promote economic vitality within station areas.

## **Planning Framework**

Goal: Establish an efficient and effective station area planning model to pursue neighborhood visions, support transit use, and promote transit-oriented development.

Detailed strategies for the goals listed above are outlined in Exhibit A to Resolution 29867.

## **Discussion:**

**Dubrow:** How will the priorities and goals of the station area planning process be integrated with the various neighborhood plans that are already being developed?

**Main:** The goals and strategies will serve as a framework for the basic planning issues within each neighborhood. Many people who are involved in the neighborhood planning process want to be involved in the station area planning to ensure integration within the neighborhood.

**Dubrow:** What types of goals or strategies does the city anticipate, that the neighborhood plans may not, will be necessary to implement the increased densities and proposed development around stations? How will close integration with the neighborhood plans be achieved?

**Antupit:** The neighborhood plans are not drawn so tightly that they exclude the integration of station area planning. We are identifying tools and mechanisms for weaving the plans together. Station area planning involves a different planning process than neighborhood planning. The continued involvement of neighborhood planning participants will ensure consistency in the station area plans.

**Dubrow:** What is the range of implementation tools for the station area plans?

**Antupit:** We will explore implementation strategies through a series of pilot projects. These include the Othello Station, Henderson Station, and University District Station. Each station pilot project has a variety of key players and critical issues to be resolved. Through the pilot projects, we will be exploring public-private partnerships as well as the varying roles that the city will have to play in each station area.

**Main:** Station area development will require public-private partnerships to be successful.

**Dubrow:** The key issue with the public-private partnerships will be setting standards for the private entity that meet the standards set for the public sector in terms of design quality and project review.

**Antupit:** The standards will differ for each partnership depending on the type of development being proposed.

**Dubrow:** Public-private partnerships are typically discussed in conjunction with regulatory burdens rather than as a means of raising the level of design quality. I am referring to standards of design review, art integration, quality of public benefit, and public process that will result in better overall design.

**Antupit:** We plan to explore public private partnerships as a “value added” opportunity rather than as regulatory burdens.

**Main:** The Light Rail Review Panel is one opportunity for discussing public-private partnership standards.

**Sundberg:** Is it true that development probably won’t increase, but will be concentrated around new stations?

**Antupit:** We are looking at growth and development levels expected within the station areas. There is a working assumption that growth will be reallocated to the station areas. We need to look at the neighborhood plans, assess land accessibility and availability, and plan where amenities should be located.

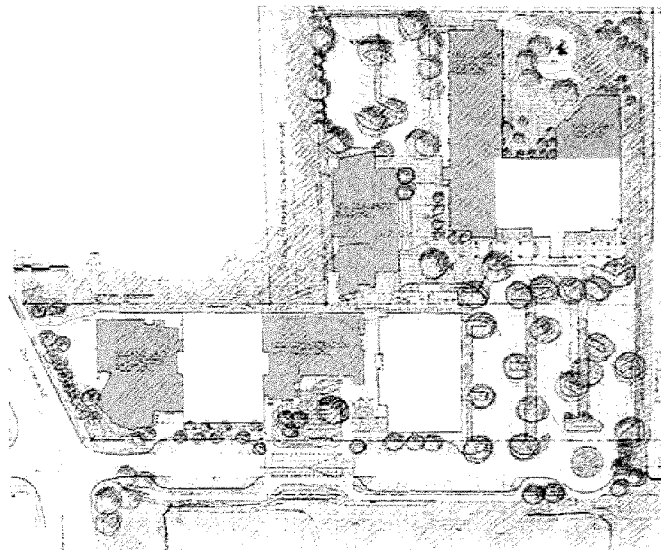
- Main:** We are taking a proactive approach with developers to include incentives for economic investment and development. Public investment is also an opportunity to focus improvements and incentives within the station areas.
- Dubrow:** Have there been discussions of land banking and nonprofit investment?
- Antupit:** Land banking is not the city's central mission in station area development. Sound Transit, the Seattle Housing Authority, and possibly King County, are in the best position for land banking. It is an ongoing discussion. We have had some discussions regarding nonprofit investment opportunities.
- Curry:** The Light Rail Review Panel will focus on Sound Transit development. We should probably have a brainstorming session with the Arts, Design, and Planning Commissions to discuss issues regarding the goals and objectives. We could then give city staff feedback on specific elements that the Commissions would like to review further.
- Main:** Feedback would add clarity to what the Light Rail Review Panel and the Commissions plan to review.
- Action:** **The Commission appreciates the briefing and will continue discussions regarding its role in reviewing station area plans and subsequent development.**

121798.2      Project: **University Prep ROW Improvements**  
                  Phase: Briefing  
          Presenters: Roger Bass, University Preparatory Academy  
                          Don Carlson, Carlson Architects  
                          Shari Mathis, Temple Beth Am  
                          Walter Schacht, Walter Schacht Architects  
                          Barbara Swift, Swift & Company Landscape Architects  
          Attendees: Marylou Whiteford, Parks & Recreation  
                          Merilyn Senour, Seattle Transportation  
                          Jane Johnson, Wedgwood Community Council  
                          Drew Gangnes, Skilling Ward Magnusson Barkshire  
                          Joe Taskey, Seattle Transportation  
                  Time: 1 hr. (hourly)

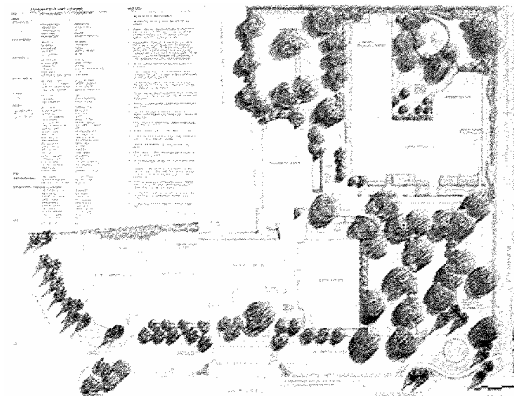
The University Preparatory Academy (UPA) is located on NE 80<sup>th</sup> Street at 25<sup>th</sup> Avenue NE and the Temple Beth Am (TBA) is located on NE 80<sup>th</sup> Street and 27<sup>th</sup> Avenue NE. New additions to each facility are proposed in conjunction with street improvements to NE 80<sup>th</sup> Street. A neighborhood P-Patch is currently located north of the academy and west of the temple, and Dahl Playfield is located south of NE 80<sup>th</sup> Street.

During the first phase of the UPA facilities construction, implemented eight years ago, NE 80<sup>th</sup> Street was closed at 27<sup>th</sup> Avenue NE and a turnaround was created west of the new traffic barrier. Access to the Temple Beth Am was then relocated from 27<sup>th</sup> Avenue NE to NE 80<sup>th</sup> Street. The closure of NE 80<sup>th</sup> Street was done in response to neighborhood concerns regarding traffic volumes on 27<sup>th</sup> Avenue NE.

The portion of NE 80<sup>th</sup> Street adjacent to the project site has a curb, gutter, and sidewalk on the north side and an open gravel shoulder on the south side next to the playfield. The existing roadway will be widened to accommodate back-in angled parking on both sides of the street and the east turnaround will be shifted and widened for ease of circulation. A new sidewalk will be added on the south side of NE 80<sup>th</sup> Street, connecting the existing walk on 25<sup>th</sup> Avenue NE to 27<sup>th</sup> Avenue NE, with a ramp down to the Dahl Playfield for ADA accessibility. A wide crosswalk, at curb height, will serve as a traffic calming device across NE 80<sup>th</sup> Street while reinforcing a pedestrian connection between the academy and the Playfield.



UPA & Temple Beth Am plan (north ↑)



UPA & Temple Beth Am landscape plan

Landscaping elements will include street trees along the north side of NE 80<sup>th</sup> Street with a cluster of trees at the 25<sup>th</sup> Avenue NE intersection. Street trees will also help define the east end turnaround. Shrubs, groundcover, and lawn will be used to reinforce pedestrian circulation and access to facilities.

**Discussion:**

- Batra:** Is emergency access limited to northeast 80<sup>th</sup> Avenue?
- Carlson:** 80<sup>th</sup> Avenue is the only access to the site.
- Schacht:** There are informal access points that can be used by emergency vehicles. These include a gravel path connecting 82<sup>nd</sup> Avenue with the rear temple parking lot and an existing right-of-way between the p-patch and the temple property.
- Gangnes:** The Fire Marshall has approved the proposed configuration for emergency access to both sites.
- Dubrow:** This seems like a great partnership between the temple and the school with clear improvements to current access and parking issues. My only concern involves the neighborhood request to block through traffic on 80<sup>th</sup> Avenue. It is in the interest of the city to maintain through access on the street as part of the larger grid pattern.
- Carlson:** The decision to block 80<sup>th</sup> Avenue was made in 1990. Subsequently, 82<sup>nd</sup> Avenue has become the primary vehicular connection to the neighborhood, causing traffic problems unforeseen by the community.
- Girvin:** This project will be a great improvement to the existing conditions. I suggest that the sidewalk along the south side of 80<sup>th</sup> Avenue be moved closer to the curb, allowing additional room for the grade change into the park.
- Swift:** The location of the walk has been changed repeatedly. There is a power line located where the walk should be.
- Sundberg:** The sidewalk between the ball fields and the parking lot should be of a width that accommodates public use. People will probably sit on the sidewalk to watch sports events. The stone sign at the south end of the temple parking lot may not be strong enough to demarcate the primary entrance. The random approach to the landscaping in the south temple parking lot doesn't seem to reinforce the formal idea of the parking area serving as an entry court for the Temple Beth Am.
- Schacht:** The parking lot is conceptually within the forest area of the landscaping plan. We are still in schematic design and have been exploring the possibility of adding a full length arcade to the south side of the temple.
- Dubrow:** The issue seems to be how the temple extends visually to 80<sup>th</sup> Avenue for its identity.
- Whiteford:** The street improvements proposed by this project will be advantageous to park property. The addition of an ADA ramp and walkway will be a great asset to the park. The improvements will afford opportunities to provide safer, more orderly parking and pedestrian circulation for the existing fields. Two of the fields are lit at night and very well-used. One of the major issues for City staff to review will be drainage from the newly paved areas. It may be possible to locate the south sidewalk entirely on park property, which could also assist the police by demarcating areas for enforcement of park regulations. Locating the sidewalk on the park property rather than within the street right-of-way would have to be approved by both the Parks Department and Seattle Transportation.
- Johnson:** Urbanization of the site is a win-win situation for the city. Some residents in the area like the rural appearance of the site and still think of the area as a countryside.

It is a neighborhood in transition and I am glad to see these improvements moving forward. Opening 80<sup>th</sup> Avenue to through traffic may be controversial, but 82<sup>nd</sup> was not designed or constructed to accommodate the excess traffic. Children's Hospital also reduced its access to a single entrance, which was acceptable for emergency vehicle access.

**Taskey:** There has been some discussion of encroachment onto park property. Seattle Transportation is also concerned about the possible encroachment of the public roadway onto private property on the north side to accommodate the circular turnaround function. The east end turnaround will need to be entirely within the right-of-way.

**Dubrow:** Does the current turnaround encroach on park property?

**Taskey:** The existing turnaround is not officially on park property.

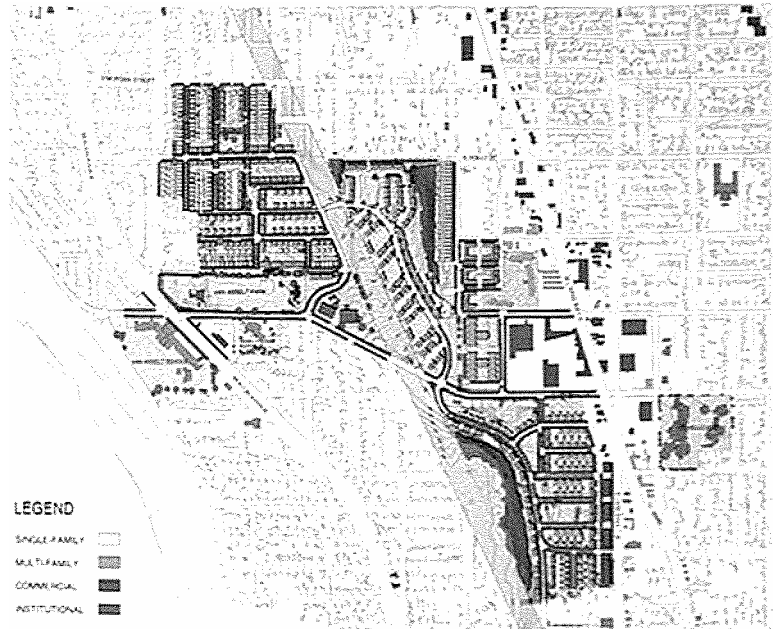
**Action:** **The Commission supports the project as presented and commends both parties for their partnership, extensive neighborhood process, and improvements to 80<sup>th</sup> Avenue.**

- The Commission recommends that the south walk be public in scale and character,
- acknowledges that some community members support the 1990 closure of 80<sup>th</sup> Avenue, but regards through access as an important part of the overall street network and as a way of relieving excess traffic on nearby streets, and
- encourages further development of the south walk in conjunction with the transition slopes and a new ADA ramp on park property.

Commissioner Layzer abstained due to his absence from the entire discussion.

121798.3      Project: **Holly Park Redevelopment Project Phase II**  
                  Phase: Street Vacations  
          Presenters: Theresa Cherniak, Strategic Planning Office  
                          Melanie Davies, Swift & Company Landscape Architects  
                          Peter David Greaves, Weinstein Copeland Architects  
                          Kenichi Nakano, Nakano Dennis  
                          Peg Staeheli, SvR Design Company  
          Attendees: Emily Barevics, Popkin Development  
                          Terry Dunning, Parks and Recreation  
                          Randy Everett, Weinstein Copeland Architects  
                          Carter Hart, Seattle Housing Authority  
                          Nora Jaso, Studio Jaso  
                          Leo Kaarrekoski, Seattle Transportation  
                          Pete Marshall, Parks and Recreation  
                          Vlad Oustimovitch, Popkin Development  
                          Marilyn Senour, Seattle Transportation  
                  Time: .75 hr. (0.3%)

Phase II of the Holly Park Public Housing Project is located between South Holly Street and South Othello Street, and the City Light right-of-way and 37<sup>th</sup> and 38<sup>th</sup> Avenues. The Phase II proposal will replace the remaining 176 units west of 38<sup>th</sup> Avenue South and north of Othello Street with 528 new units. The Upper Phase II area, on the terraced levels west of 37<sup>th</sup> Avenue South, will be developed with for-sale and rental townhouses. The Lower Phase II area, on the flat between 37<sup>th</sup> and 38<sup>th</sup> Avenue South will be developed with Elder Apartments and townhouses for Mutual Family Housing. Detached single family, for-sale housing is proposed on the west side of 37<sup>th</sup> Avenue South extending from South Holly Street past South Willow Street. A land swap is proposed with the Parks Department to trade the portion along 37<sup>th</sup> Avenue planned as single family housing for an extension of the existing park southward to Othello Street. In the land swap, the vacated portion of 37<sup>th</sup> Avenue between South Myrtle and Othello Streets would become part of the existing park.



Holly Park Public Housing Project (Phases I, II, III)

In 1997 the City Council passed Ordinance 118837, vacating the majority of the streets and alleys then present within the Seattle Housing Authority (SHA) Holly Park Public Housing Project. As part of an overall redevelopment of Holly Park, SHA subsequently rededicated new streets and alleys in Phase I to better integrate Holly Park with the surrounding neighborhood. A similar rededication is planned in Phases II and III. Phase II plans to incorporate a reconfiguration of the 37<sup>th</sup> Avenue South Park, currently owned by the Parks Department, and a boundary line adjustment to make the Park more publicly accessible. This reconfiguration requires the vacation

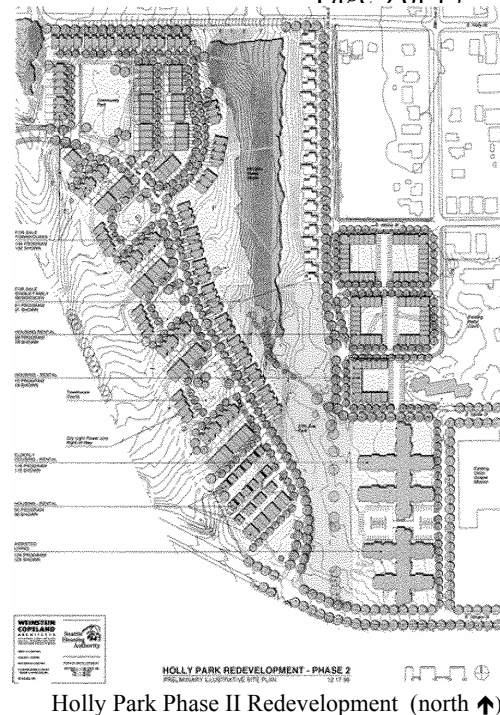


of 37<sup>th</sup> Avenue South from South Myrtle Street to South Othello Street.

SHA also proposes to vacate the currently unimproved, 230 foot stub of 38<sup>th</sup> Avenue South from South Willow Street. The stub may be replaced by either an extended public street or by a SHA driveway which will be a more efficient use of the available space and will facilitate the development of housing in a more rational configuration.

### **Discussion:**

- Dubrow:** What is the hierarchy of open spaces? Will the Mutual Family Housing units at the east edge have private outdoor spaces?
- Davies:** Most of the units area designed with semi-public spaces. The townhouses will have private back yards and some, given topographic changes, will have private front yards. The mutual housing development came out of a desire to provide a communal living environment for single parent families. These units will be arranged around a central courtyard with a secure play area.
- Girvin:** It seems to make sense to consolidate park space near the multi-family developments. I have some concern regarding the isolated location of the single family housing in the northeast corner of the development.
- Greaves:** That area is currently zoned single-family. The surrounding neighborhood is primarily single-family detached houses. The row of detached, single-family houses is an opportunity to develop single-family for-sale housing while providing a transition between the multi-family developments and the neighborhood.
- Dubrow:** The single parent family housing seems to be based on an institutional model. Similar developments have been done based on new formulas for communal design. There is a range of alternatives to be explored for the design of communal living arrangements.
- Hart:** This preliminary scheme is based on the award winning Denise Hunt townhouse development. We are at an extremely early stage of design and the building form hasn't been developed.
- Dubrow:** The Denise Hunt development has a hierarchy of private, semi-private, and public open spaces. This hierarchy gives residents a sense of ownership as well as communal benefits. I encourage the development of personalized entries and a sense of ownership.
- Hart:** The current direction, based on feedback from residents of the Denise Hunt project, is to avoid cutting up the public open spaces.
- Dubrow:** Personalized spaces don't necessarily have to be separated private spaces.
- Hart:** The townhouse approach will result in each unit having a front and rear entry and an opportunity for private or semi-private spaces.
- Darwish:** Will the noise levels from the park have an impact on the adjacent elderly housing development? Have you considered switching the elderly housing with the single parent family housing?



- Oustimovitch:** The elderly housing location is based on issues of access to the park, community facilities, and possibly a future light rail station as well as links to additional elderly facilities south of Othello Street as part of Phase III. The active park functions will be located near the Mutual Family Housing development.
- Layzer:** How do you envision community access to the park? Will there be a public parking area for park users?
- Nakano:** There will be a small parking area for approximately 10 to 20 cars along 37<sup>th</sup> Avenue near the multi-family housing development. The parking area will be near the public restrooms and the basketball courts.
- Dubrow:** I appreciate the early presentation and request written information regarding the specific vacations and their mitigating urban design benefits.
- Layzer:** What is the timeline for approval of these vacations?
- Senour:** This is an initial step in the process. The council presentation will probably be made seven to nine months from now.
- Hill:** This presentation is intended to get Design Commission feedback to the design team. A future presentation can address specific recommendations.
- Dubrow:** Can you give us a general preview of what the mitigating benefits for the street vacations will be?
- Staeheli:** The street vacations will either become public park property, be improved streets and rededicated to the city, or will be deeded to the Seattle Housing Authority, relieving the city of maintenance obligations. The section of 37<sup>th</sup> Avenue between South Myrtle Street and South Othello Street will become part of the proposed park. The portion of 38<sup>th</sup> Avenue being vacated will provide improved access to the single-parent family housing development.
- Layzer:** In examining the vacation proposals I encourage you to look at the inadequacy of Willow Street, Myrtle Street, and 37<sup>th</sup> Avenue to accommodate traffic volumes, which will increase with this development. Zoning and transportation overlays would be helpful in the next presentation.
- Action:** **The Commission appreciates the early presentation of Phase II street vacations, open spaces, and housing development proposals. The Commission requests future presentations of the existing conditions, proposed redevelopment, proposed vacations and rededicated right-of-ways, and the mitigating urban design benefit.**
- **The Commission recommends further consideration of existing and future traffic conditions as well as public access to the site,**
  - **recommends that the City address needed road improvements adjacent to the project site,**
  - **encourages continued development of a hierarchy of open spaces in conjunction with anticipated programmatic elements, and**
  - **recommends strong pedestrian connections through the City Light ROW.**

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121798.4      Project: **Commission Business**

**Action Items:**

- A. MINUTES OF DECEMBER 17<sup>TH</sup> MEETING: Approved as amended.

**Discussion Items:**

- B. PUBLIC PRIVATE PARTNERSHIPS: Acting Executive Director Murdock attended the second meeting of the Public-Private Partnerships Task Force on December 8<sup>th</sup> to update members on the Commission's continued involvement with this issue. The task force will focus on the evaluation of

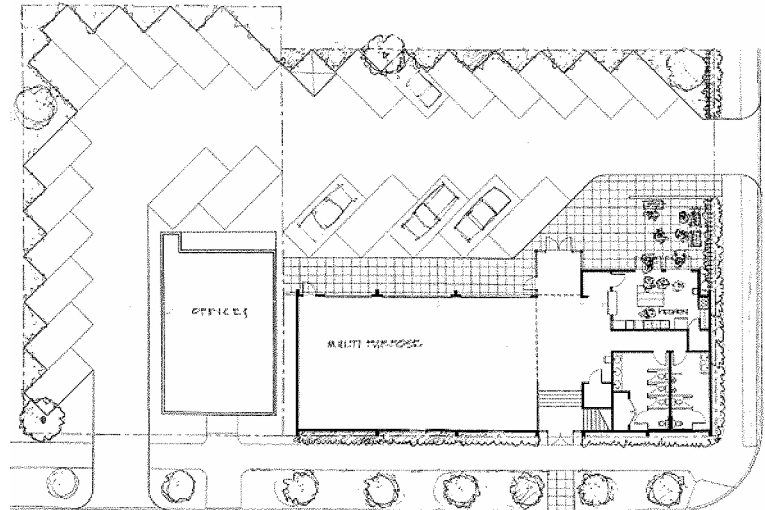
public-private partnerships.

Seattle Arts Commissioner Jack Mackie briefed the Design Commission on the Arts Commission's proposal to hold public private partnerships entered into by the City to the same standards as that of City projects. The Arts Commission will be forwarding a proposal to require 1% for Art for public private partnership developments entered into by the City. The Design Commission was supportive of such a proposal.

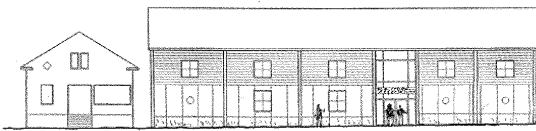
- C. MUNICIPAL CENTER OVERSIGHT COMMITTEE: The committee convened to organize how it will respond to project development. Three options for building sites were presented based on the likely retention of Key Tower.
- D. EXECUTIVE DIRECTOR SEARCH PROCESS: First round interviews are scheduled to be completed by the end of the month.
- E. LIGHT RAIL REVIEW PANEL UPDATE: A Sound Transit briefing of the DEIS will be given at the January 13<sup>th</sup> LRRP meeting. Seattle Art, Design, and Planning Commissioners were invited to attend.
- F. WALLINGFORD STEPS: Commissioner Girvin and Acting Director Murdock, with representatives of city departments, attended a community meeting on December 3<sup>rd</sup>. Preliminary issues of zoning, grade, and connections to Northlake Way and Gasworks Park were discussed.
- G. CENTRAL AREA GATEWAY WORKSHOP: Representatives from neighborhood planning groups and city departments have been meeting weekly to plan for the February 6<sup>th</sup> Workshop.
- H. MEADOWBROOK EDUCATION CENTER WORKSHOP: Girvin reported.
- I. ARBORETUM MASTER PLAN: Walls reported.
- J. CONSULTANT SELECTION FOR ZOO & SAND POINT PROJECTS: Commissioners Girvin and Darwish will serve on the consultant selection committee for project design.

121798.2      Project: **Eritrean Association Community Center**  
                  Phase: Schematic Design  
                  Presenters: Bob Wagner, Robert Wagner Architecture and Planning  
                  Attendees: Tsegai Abraha, Eritrean Association  
                  Greg Somers, Robert Wagner Architecture and Planning  
                  Time: .5 hr. (N/C)

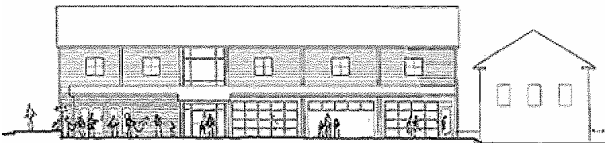
Since the previous presentation to the Design Commission, the project has undergone significant design changes. The central lobby has been extended to provide a main entry on Valentine Avenue. Windows into the multipurpose room have been added. The murals have been removed and the lower panels of the facades will have plywood sheathing with batons and the upper area will have channel siding. The parking lot has been reorganized with angled spaces, allowing for additional outdoor cooking and gathering space adjacent to the kitchen. A short trellis was added to the retaining wall along the Massachusetts Street to screen the parking and outdoor activities.



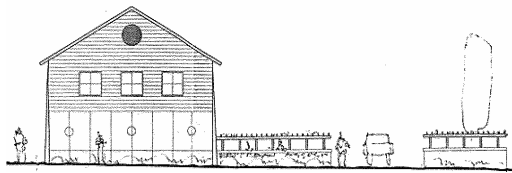
Eritrean Associate plan (north ←)



Valentine Street elevation



Parking lot elevation



Massachusetts Street elevation

### **Discussion:**

- Sundberg:** This design is a vast improvement. The through entry design is an important gesture as it welcomes people from the street side of the building.
- Batra:** I agree. What is the distance between the new facility and the existing house?
- Wagner:** It is approximately five feet. The new facility will have a sufficient fire separation wall at that end.
- Girvin:** The proposed plan, with angled parking, utilizes outdoor spaces better than the previous plan. The new front entrance is very important and will be widely used by people parking along the adjacent streets.
- Dubrow:** I appreciate your attention to our previous comments. My concerns regarding the murals were based on the lack of an art plan or a selected artist. Some gesture to the neighborhood at the southeast corner seems appropriate.

- Wagner:** The additional windows on the street facade will meet code requirements without art. Given the extremely tight budget, artwork is probably not feasible.
- Sundberg:** I am pleased with this redesign and appreciate your attention to previous recommendations. It would be nice, if the budget allows, to see the lower facade panels at the corner enhanced with some kind of art.
- Girvin:** Is there any opportunity to connect the new facility with the existing house?
- Wagner:** There will be an external sidewalk connection to the existing rear door of the house. With the multipurpose room and indoor basketball at the west end, an interior connection would be extremely difficult.
- Action:** **The Commission recommends approval of the project as presented in schematic design and appreciates the design team's efforts to incorporate previous Commission recommendations. The Commission would appreciate a future presentation of the project towards the end of design development.**